CHAPTER XII—TRANSPORT

(i) Government Road Transport Department.

General

1604. Road Transport is one of the major Public Utility Services nationalised by the State, with the avowed objective of providing an adequate, economic and properly co-ordinated system of Transport Services. In the Bombay-Karnatak, the nationalisation programme is complete, but for a few katcha and cart track routes. In the Hyderabad-Karnatak, the services on all major roads have been nationalised. In the remaining areas, *viz.*, old Mysore, Coorg, South Kanara and Bellary, the Government Road Transport Department is operating only inter-district routes, connecting the main District Head Quarters with Bangalore.

1605. The activities of the Road Transport Department during the year were marked more by consolidation of existing services than by large scale expansion. The introduction of new services was as far as possible restricted only to monopoly areas, where the pressure on the existing services was heavy. Steps were taken to increase the services on monopoly routes existing or curtailing the existing services where it was necessary with a view to affording adequate travelling facilities to the public. Some of the important routes taken over for operations during the year were *viz.*, Bangalore—Mangalore, Hubli-Davanagere (connecting Davanagere—Bangalore Express) and Mysore—Ooty (Inter-State route).

Administration.

1606. After the nationalisation of Bangalore Transport Company, and the integration of the various units of Bombay and Hyderabad Karnatak areas, the Road Transport Department expanded five fold, and the necessity to form a Central Office as a controlling office arose, and a nucleus of the Central Office of the Department was established at Bangalore in April 1957.

Divisions

1607. The Government Road Transport Department comprises the following six Divisions :—

Hubli Region	...	1 Belgaum
		2 Bijapur
		3 Hubli

TRANS-PORT

Raichur Region	 4	Raichur
Old-Mysore Area	... 5	Bangalore
	6	B.T.S. (City Services)

Number of Routes operated by the Department.

1608. When compared with the previous year, the number of routes operated by the Department has increased by 11·6 per cent, from 631 to 704 at the end of the year. The corresponding increase in route mileage was 15 per cent, the route mileage being 21, 893 at the end of the year as against 19,033 miles at the end of the previous year.

1009. The total road mileage of the State was about 12,000 miles, providing on an average about 22 miles of road on an area of 100 square miles.

Number of passenger buses.

1610. The total number of passenger buses in operation, both private and Government, in the State was 2,764, covering a total effective mileage of 198, 652 daily excluding the operation of the inter-State routes.

Number of schedules.

1611. There were a total of, both private and Government, 2,330 schedules in operation on the last day of the year, covering on an average 198,652 miles every day. Out of the total number of 2,330 schedules, the private operators operated about 1,488 schedules, covering a daily mileage of 104,455. The remaining 842 schedules covering a daily mileage of 94,197, was being operated by Nationalised services. Thus, in old-Mysore and Madras areas field is still left out of the Government monopoly operations, and the scope for expansion in this part of the State is very great and requires an intensified Nationalisation programme.

1612. The Government Road Transport Department buses carried 901 84 lakhs of passengers during the year. The daily average number of passengers carried increased from 2·42 lakhs to 2·66 lakhs at the end of the year, which shows the rate of increase at 10 per cent.

1613. During the year, the ratio between petrol and diesel vehicles was considerably reduced by progressive acquisition of only diesel vehicles. The mileage under petrol vehicles was only 4 per cent during the year.

1614. There was a general improvement in the quality of services offered, which is evidenced by a decrease in the ratio of breakdowns for 10,000 miles from 5·83 during 1956-57 to 2·93 during the year. The rate of accidents

however, rose slightly from 1·05 to 1·33 per lakh of miles, mainly due to increased operations on bad roads and operations on city routes and also ageing of the fleet.

Inter-State Routes and Reciprocal Arrangements.

1615. The reciprocal arrangements for operation of services between Madras and Mysore have been finalised and the frontier of Mysore with Madras has been opened with the operation of the Mysore—Ooty route. Further negotiations were in progress in connection with the finalisation of reciprocal arrangements with Kerala, Madras and Andhra Pradesh in respect of additional routes linking Bangalore and Mysore with important centres of the neighbouring States.

1616. The total number of inter-State routes operated by the Department at the end of the year was 38.

Parcel Services

1617. The facility of parcel services was continued to be provided in the three Divisions of Bombay-Karnatak area, where the scheme has become extremely popular. Efforts were under way to extend the scheme to other areas also.

1618. The average monthly revenue under parcel traffic scheme has increased from Rs. 9,500 during the last three months of the previous year to Rs. 10,527 during the year.

Goods Transport

1619. The Goods Transport operations have been mainly confined to the three Divisions of the Hubli Region, *viz.*, Bijapur, Belgaum and Hubli. The pattern of Goods Transport operations remained almost the same as in the previous year, the bulk of operation being confined to casual contracts only. The uneconomical scheduled lorry services on certain routes were discontinued. At the end of the year, the Department held 145 trucks as against 150 (excluding Regional Workshops, Hubli) at the end of the previous year. There were 8 scheduled lorry services in operation mainly carrying merchandise and materials required at various project areas. The goods transport operations of the Department covered 6,45,748 remunerative miles during the year.

Amenities to Travelling Public.

1620. Reservation facilities are provided for the passengers at important places in the State at a nominal charge of 25 nP. per ticket. Booking offices and enquiry offices are located in all the important terminal centres of the State, to guide and help the passengers.

TRANS PORT

1621. Express Services were being run on almost all important monopoly routes, with the intention of providing faster services for the benefit of through passengers, thus reducing the tediousness of the running time.

1622. Concession in rates were extended to students and Government employees through issue of monthly season passes at one and one-quarter single fares respectively for return journey. Special concessional rates of Re. 1 per mile subject to a minimum of Rs. 40 were allowed to bonafide student groups going on educational tours in the State. The rate charged to non-educational institutions was Rs. 2 per mile subject to a minimum of Rs. 80.

1623. Bus stations, way side shelters, rest-houses and other facilities have been provided in a number of places and construction work in some places were undertaken during the year. Attempts were being made to improve the general conditions of transport facilities and to extend them to all the Divisions.

Bangalore Transport Service

1624. At the end of the year, the bus fleet of the Bangalore Transport Service stood at 156 as against 131 buses taken over from the Bangalore Transport Company, Limited on the day of Nationalisation, *i.e.*, 1st October 1956.

1625. There were on an average 120 vehicles on road during the year as against 110 at the end of the previous year. The average earnings per vehicle on road per day were 120·8 nP.

1626. The number of routes operated by the Bangalore Transport Service increased from 59 to 64 during the year. The number of passengers carried increased from 3,63,31,816 during 1956-57 to 3,99,80,552 during 1957-58. The total remunerative mileage operated during the year stood at 47,15,101 (47,17,795) miles.

1627. The earnings for the year were Rs. 50,99,583 (Rs. 42,49,543), yielding on an average 107·3 nP per bus mile. The average earnings per seat per mile worked out to 2·28 nP. The percentage of passenger earnings to total earnings works out to 92·8.

1628. The total number of breakdowns during the year was 5,581. Progress has been achieved in respect of breakdowns, which has dropped from 27·50 to 11·21 per 10,000 miles.

1629. There has been an increase in the rate of accidents per lakh miles from 3·14 to 3·41 as compared with the previous year, which may be attributed to the increased operations.

Dieselisation of the Fleet.

1630. In view of the operational efficiency of the diesel vehicles, the policy of dieselisation of the fleet has been adopted by the Department. In pursuance of this policy, only diesel vehicles were being purchased, and the existing petrol vehicles which now form about 10 per cent of the fleet, were also being reduced either by scrapping the overaged vehicles or by converting them into diesel operations.

Purchase of vehicles

1631. During the year, the Government sanctioned the purchase of 295 vehicles which included 50 buses purchased for B.T.S. in October 1956 and 70 buses purchased in March 1958 for expansion in the year 1958-59. Of these, 195 buses were for replacement and 100 buses for expansion.

Finance

1632. The gross revenue during 1957-58 wasRs. 430·31 lakhs compared to Rs. 174 lakhs in 1956-57. The revenue receipts under the main sources were as follows :—

		1957-58 Rs.	1956-57 Rs.
1. Passenger receipts ...	...	394·00 lakhs	174 lakhs
2. Luggage and Parcels...	...	10·00 ,,	
3. Special trip receipts ...	...	1·76 ,,	
4. Goods transport receipts	...	6·32 ,,	
5. Miscellaneous ,,	...	18·23 ,,	
Total	...	430·31 lakhs	

1633. This increase in Revenue was due to the increased operational mileage compared with the previous year. The earning per mile during the year was Re. 1·36 (Rs. 1·21).

Working Expenses

1634. The gross working expenses including depreciation and interest on capital during the year was Rs. 380 (Rs. 129) lakhs.

1635. During the year, there was a revision of Motor Vehicles Tax rate throughout the State which resulted in payment of almost double the amount under taxes compared to previous year.

1636. The net profit of the Department was Rs. 50·31 lakhs compared to the net surplus of Rs. 45

TRANS-PORT

lakhs in 1956-57. Expressed in terms of rate per mile, (both for passenger and goods operations) the net surplus in 1957-58 worked out to 15·65 nPs. per mile.

1637. The total capital expenditure during the year was Rs. 107·57 (Rs. 43·32) lakhs.

1638. The total capital at charge at the close of the year was Rs. 5·65 crores.

Second Five-Year Plan

1639. The Department has registered considerable progress in its development activities under the Second Five-year Plan during the year. As against a Budget grant of Rs. 59·85 lakhs for the year, an expenditure of Rs. 57·59 lakhs has been incurred on development schemes.

Labour relations

1640. The relation between the employees and the administration was extremely satisfactory during the year.

1641. The most remarkable achievement during the year was the conclusion of the Industrial Truce by the Management with the Labour Federation on 10th January 1958, conferring on the workers the benefits of uniform pay scales and service conditions.

Conclusion

1642. The year 1957-58, witnessed continued progress in integrating the various units and in evolving a uniform system of wage-structure and service regulations, traffic operation, mechanical maintenance and accountal procedure. The Department was steadily marching towards achieving its goal of Nationalisation of Road Transport Services of the State with the avowed objective of providing an efficient, cheap, adequate and comfortable transport to the travelling public.

(ii) Motor Vehicles Department.

1643. The Motor Vehicles Department is concerned with the administration of the Motor Vehicles Act, 1939, the Mysore Motor Vehicles Taxation and Tolls Act, 1957, and the Rules thereunder.

1644. Consequent on the Re-organisation of States, the new State of Mysore was divided into five Regions for the purpose of administration of the Motor Vehicles Acts and Rules and the Regional Transport Authorities were reconstituted with one Regional Transport Authority for each Region with effect from 1st April 1957. In order to afford more facilities to the motor vehicle owners and also to